

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

~~SECRET~~
SECURITY INFORMATION

25X1

COUNTRY	USSR	REPORT	
SUBJECT	Shipbuilding Regulations of the Maritime Register	DATE DISTR.	8 June 1953
DATE OF INFO.		NO. OF PAGES	2
PLACE ACQUIRED		REQUIREMENT NO.	RD 25X1
		REFERENCES	

This is UNEVALUATED Information

25X1

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

25X1

1. The Central Directorate of the Maritime Register (Tsentralkoye Upravleniye Morskogo Registra), CDMR, a department of the Ministry of the Merchant Fleet prescribed and published maritime regulations for this Ministry. The responsibilities of CDMR for the construction of Ministry of the Merchant Fleet vessels are given in the succeeding paragraphs. 25X1
2. CDMR exercised supervision over the design of all new MMF vessels. It also granted the authorization to construct vessels for MMF. After World War II, new types of MMF vessels were limited to tugs. The manual entitled Rules for the Classification and Construction of Maritime Steel Vessels (Pravila Klassifikatsii i Postroyki Morskikh Stalnykh Sudov) published by the CDMR in 1949 (last edition) contained the basic regulations for vessel designs. 25X1
3. CDMR inspected MMF vessels under construction to insure compliance with ministry designs and material specifications. When, because of specified material shortages, substitutions were used in ship construction, the registered class of such vessels was automatically lowered one step; e.g., from one to two, or from two to three. Substitute materials, however, were required to be of such quality and specifications as not to endanger vessel operation.

25 YEAR RE-REVIEW

~~SECRET~~

25X1

STATE	1	ARMY	1	NAVY	1	AIR	1	FBI		AEC			
-------	--------------	------	--------------	------	--------------	-----	--------------	-----	--	-----	--	--	--

SECRET

25X1

-2-

4. Final decisions as to qualifications of newly-constructed vessels, and the authorization to operate them, were also the responsibility of CDMR. Such decisions were made in cooperation with the representative of the buyer and the shipyard which had built the vessel. In the case of disagreement, the decision of CDMR was considered final. Strangely enough, the owner and the shipbuilder usually sided against the CDMR representative, although it would be logical to assume that the owner's interest would be identical with that of CDMR. Yet, because in the USSR ship owners urgently needed vessels, they were willing to overlook many minor defects and violations of the CDMR regulations in the construction of the vessels.
5. CDMR decided into which registered class new vessels would fall. There were three classes in which each type of MMF vessel could be registered: one, two, and three. When a registered class was assigned, vessels were not required to keep aboard a document entitled "certification of seaworthiness" (udostovereniye na godnost k plavaniyu). Vessels having a registered class had to undergo an annual inspection (osvidetelstvovaniye), in addition to the routine checks made after vessel repairs. Results of such checks were entered on the vessel documents. The owners (steamship companies) were responsible for the maintenance of conditions prescribed for the registered class assigned to their vessels. Poor maintenance of vessels resulted in a lowering of the registered class by the CDMR inspecting authority, and in the criminal prosecution of the owner. Vessels, however, which had been originally given a lower registered class could obtain a higher registered class as a result of subsequent repairs, substitute parts, the use of better construction materials, etc. Despite the fact that CDMR was an agency of MMF, the regulations prescribed by this agency were obligatory for all seagoing vessels regardless of the ministry to which they belonged.
6. According to CDMR regulations, each new vessel had to be provided with the following equipment and documents prior to delivery to the owner:
 - a. Two regular anchors (stanovyye yakorya) and one reserve anchor (zapasnoy yakor).
 - b. Anchor chains of the prescribed strength and length (125 meters, and composed of at least five chain sections - smychka - each of 25 meters) for every anchor, including the reserve anchor.
 - c. Steel hawsers and hemp towing.
 - d. Hard and soft fenders.
 - e. Vessel's passport.
 - f. Blueprints of the hull, decks, propulsion machinery, boilers, auxiliary machinery, and ship joints.

SECRET